

IN THE SPECIFICATION

Please replace the paragraph beginning at page 12, line 13 through page 13, line 7 with the following paragraph:

-- The engine control system 4 comprises an electronic governor 41 for adjusting a fuel injection amount in the engine 1, an accelerator pedal 42 operated by an operator and commanding a target engine revolution speed (hereinafter referred to simply as an "target revolution speed"), a position sensor 43 for detecting a tread amount by which the accelerator pedal 42 is operated (i.e., an accelerator tread amount), a pressure sensor 44 for detecting, as an operating situation of the hydraulic actuator, the delivery pressure of the hydraulic pump 212, a rotation sensor 45 for detecting an output revolution speed of the engine 1 (i.e., an input revolution speed of the torque converter 31), a rotation sensor 46 for detecting an output revolution speed of the torque converter 31, a pressure sensor 47 for detecting, as an operating situation of the hydraulic actuator, a pilot pressure in the extending direction of the hydraulic actuator 13 (i.e., a boom-raising pilot pressure) which is one of pilot pressures outputted from the control lever unit 23, and a controller 48 for executing predetermined arithmetic operations based on input signals from the position sensor 43, the pressure sensor 44, the rotation sensors 45, 46 and the pressure sensor 47, and outputting a command signal to the electronic governor 41.

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Please replace the paragraph beginning at page 20, line 10 through page 21, line 2 with the following paragraph:

-- In the natural ground excavating work, the accelerator pedal 42 (Fig. 1) is operated to set the revolution speed of the engine 1 to a desired value, while the bucket 105 is pushed to thrust into earth and sand 200 of the natural ground by a travel force F_t outputted from the engine 1 through the torque converter 31. Then, the earth and sand are excavated by operating the boom cylinder 13 and the attachment cylinder 15 (Fig. 1) to raise the boom 103 and tilt the bucket 105, respectively, thereby giving the bucket 105 with an upward front force F_f such that the bucket 105 is gradually displaced upward. In that work, when the bucket 105 is pushed to thrust into the earth and sand, the load pressure of the boom cylinder 13 and/or the attachment cylinder 15 serving as the working actuators (i.e., the working load) rises and so does the delivery pressure of the hydraulic pump 12 (Fig. 1) (heavy load work; zone A in Fig. 6). After the bucket 105 is moved upward subsequent to the thrusting of the bucket 105, the load pressure of the working actuators 13, 15 (i.e., the working load) lowers and so does the pump pressure (light load work; zone B in Fig. 6).--

Please replace the paragraph beginning at page 21, line 3 through page 22, line 3 with the following paragraph:

-- Fig. 7 is a graph showing the relationship among engine output torque, pump absorption torque, and torque converter input torque in a known general traveling hydraulic working machine, the graph also showing the operation state in the excavation work, shown in Figs. 5 and 6, on condition that the target revolution speed (reference target revolution speed NR in Fig. 4) commanded from the accelerator pedal is set to a maximum (rated) value NR_{max} . In Fig. 7, TE represents a characteristic of the engine output torque in a full load region where the fuel injection amount of the electronic governor 41 is maximized. TR represents a characteristic of the engine output torque in a regulation region before the fuel injection amount of the electronic governor 41 is maximized. TPA represents the pump absorption torque (maximum pump absorption torque) in, e.g., a combined stall state where the hydraulic pump 12 consumes a maximum absorption torque. TEP represents a characteristic of the torque converter input torque resulting by subtracting TPA from TE , when the hydraulic pump 12 consumes the maximum absorption torque. TT represents a characteristic of the torque converter input torque in a full load region when the torque converter 31 is in a stall state. The stall state of the torque converter 31 means the state where the output revolution speed is 0, i.e., the state of the speed ratio $e = 0$. Also, the term "combined stall state" means the state where the torque converter 31 is in the stall state ($e = 0$), and the delivery pressure of the hydraulic pump 12 rises to the setting pressure of a main relief valve (not shown) and is in a relief state.--

Please replace the paragraph beginning at page 25, line 21 through line 25 with the following paragraph:

-- As a result, the subtractor 59 computes $NT = NR_{max} - \Delta NA$. In other words, the target revolution speed for control is reduced by ΔNA from the revolution speed set by the accelerator pedal 4142, and the engine control is performed based on that target revolution speed.--

Please replace the paragraph beginning at page 28, line 1 through line 9 with the following paragraph:

-- In Fig. 10, the controller 48A in this embodiment has various functions of a reference target revolution speed computing unit 51, a first modification revolution speed computing unit 52A, a speed ratio computing unit 53, a second modification revolution speed computing unit 54A, a third modification revolution speed computing unit 55A, a minimum value selector 56, a modification effective/-ineffective factor computing unit 57, a multiplier 58, and a subtractor 59.--

Please replace the paragraph beginning at page 29, line 17 through page 30, line 1 with the following paragraph:

-- The third modification revolution speed computing unit 55A receives a detected signal of the boom-lowering pilot pressure from the pressure sensor 47A,

and refers to a table, which is stored in a memory, based on the received signal, thereby computing a third modification revolution speed $\Delta N3$ corresponding to the boom-lowering pilot pressure at that time. The third modification revolution speed $\Delta N3$ is to reduce the engine revolution speed when the boom lowering operation is performed. In the table stored in the memory, the relationship between the third modification revolution speed $\Delta N3$ and the boom-lowering pilot pressure is set such that $\Delta N3 = \Delta NC$ holds when the boom-lowering pilot pressure exceeds a value close to 0.--

Please replace the paragraph beginning at page 31, line 6 through line 25 with the following paragraph:

-- In the surface soil peeling-off work, the accelerator pedal 42 (Fig. 1) is operated for traveling at a desired engine revolution speed, while the boom cylinder 13 and the attachment cylinder 15 (Fig. 1) are operated to lower the boom and tilt the bucket, respectively, thereby applying a downward front force F_f to the bucket 105 to be pressed against the ground such that the bucket 105 peels off rugged earth and sand 201 at the ground surface to form a flat ground surface. In that work, the load pressure of the boom cylinder 13 and the attachment cylinder 15 (i.e., the working load) is changed depending on the thickness and hardness of the surface earth and sand 201 to be peeled off by the bucket. More specifically, when the earth and sand have a thin thickness or are soft, the load pressure of the boom cylinder 13 and/or the attachment cylinder 15 (i.e., the working load) lowers (heavy-light load work;

zone E in Fig. 12). When the bucket 105 strikes against a thick or hard portion of the earth and sand, the load pressure of the boom cylinder 13 and/or the attachment cylinder 15 (i.e., the working load) rises (~~light~~ heavy load work; zone F in Fig. 12).--

Please replace the paragraph beginning at page 36, line 11 through line 15 with the following paragraph:

-- As a result, the subtractor 59 computes $NT = NR_{max} - \Delta NA$. In other words, the target revolution speed for control is reduced by ΔNA from the revolution speed set by the accelerator pedal ~~414~~42, and the engine control is performed based on that target revolution speed.--